connectivity to all rural habitations with population of 500 and above in plain areas and 250 and above in Hill States (North East, Sikkim, Himachal Pradesh, Jammu and Kashmir, Uttaranchal), Desert areas and Tribal areas (Schedule V) by the year 2007.

(b) As per estimates based on the Core Network survey, the requirement for achieving the goals would be about Rs. 1,32,000 crore.

(c) Yes, Sir.

(d) The requirement of additional funds would be met *inter-alia* from the continuing flow of the diesel cess as well as borrowings from External Funding Agencies like Asian Development Bank (ADB) and World Bank (WB).

**IAF hellicopter crashes**

*400. SHRI PRAMOD MAHAJAN: Will the Minister of DEFENCE be pleased to state:

(a) the number of IAF helicopter crashed during last three years, year-wise;

(b) the reasons for each crash; and

(c) the steps taken to prevent them in future?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (e) Till date, a total number of 8 helicopters of the Indian Air Force (IAF) have crashed during the last three years. The details, along with the cause of each accident, are as follow:-

| Sl. No. | Date of accident | Cause of accident |
|---|---|---|
| 1. | 12th April, 2002 | Human Error (Aircrew) |
| 2. | 5th September, 2002 | Human Error (Servicing) |
| 3. | 31st July, 2003 | Technical Defect |
| 4. | 4th March, 2004 | Human Error (Aircrew) |
| 5. | 22nd April, 2004 | Human Error (Aircrew) |
| 6. | 26th July, 2004 | Human Error (Aircrew) |
| 7. | 30th December, 2004 | Human Error (Aircrew) |
| 8. | 1st February, 2005 | Tehnical Defect |

A continuous and multi-faceted effort is always undertaken in the IAF to enhance and upgrade flight safety. Measures to enhance the quality of training to improve the skill levels, ability to exerice sound judgement and situational awareness of pilots are being constantly pursued. Regular interaction with Hindustan Aeronautics Limited (HAL) and Original Equipment Manufacturers (OEMs) of concerned countries are maintained to overcome the technical defects of the aircraft.

The Government has also constituted an Expert Committee on 30.12.2004, under the Chairmanship of Director General (Inspection & Safety), Air Headquarters, to identify the causes of these accidents and to formulate a comprehensive Action Plan to minimise losses.

## **WRITTEN ANSWERS TO** UNSTARRED **QUESTIONS**

### **Constitution of MPEDA**

2836. SHRI V. HANUMATHA RAO: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) when was the Marine Products Export Development Authority (MPEDA) last constituted with new members;

(b) the names of public members on MPEDA;

(c) when will their tenure be over;

(d) whether it is a fact that some people without any background of fishing or marin products industry have been nominated to the MPEDA; and

(e) the steps proposed to weed out detrimental and harmful people who were placed on the MPEDA?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVAN): (a) The Marin Products Export Development Authority (MPEDA) was last constituted on 4.6.2002. On reconstitution of new Lok Sabha, the existing two Members of Parliament were substituted by two new Members *vide* Notification dated 31.1.2005.